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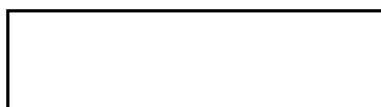


DIRECTORATE OF
INTELLIGENCE

Imagery Analysis Service Notes

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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
Imagery Analysis Service

IMAGERY ANALYSIS SERVICE NOTES NO. 22/70

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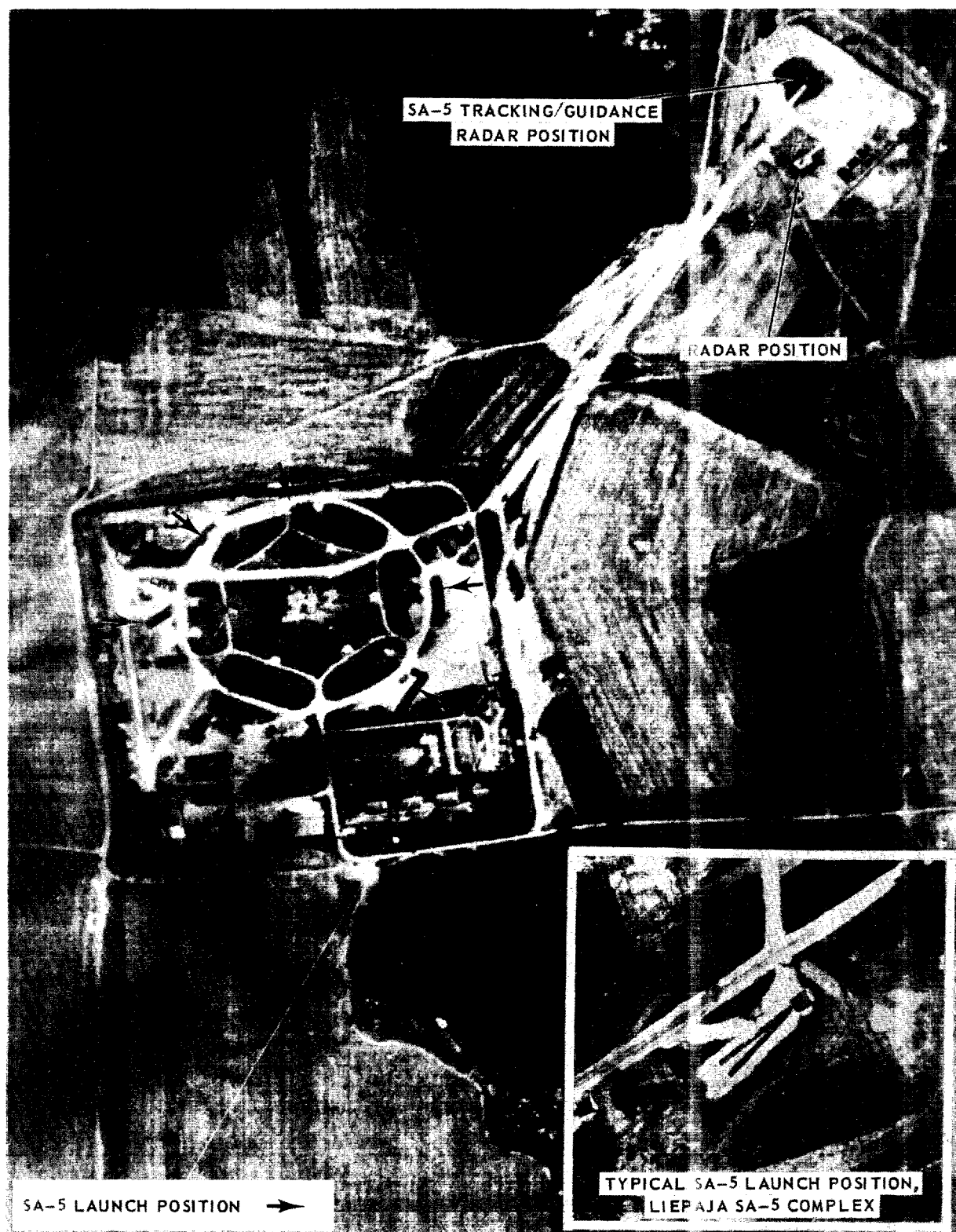


FIGURE 1. SA-5 FACILITIES AT SA-2 SITE, GORKIY, USSR.

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USSRSA-5 Site Deployed Singly at an SA-2 Site

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On KH-4 photography of [] an SA-5 site has been seen deployed as a single site on the perimeter road of an SA-2 site 13 nm south of Gorkiy. Heretofore, SA-5 sites have always been deployed in complexes of two to five, and none has been superimposed on an existing SA-2 installation. The site was first seen on small-scale photography of [] and can be negated in []. It is located 41 nm south-southeast of the Gorkiy SA-5 complex, which was begun before [] and has yet to be occupied.

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The new SA-5 site has six revetted launch positions. A single tracking/guidance radar position and a second associated radar position are located about 2,500 feet southwest of the site. On KH-4 photography of [] both radar positions and at least one of the launch positions were occupied (see Figure 1). Several of the SA-2 launch positions and the SA-2 guidance area also appeared to contain equipment.

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USSRProbable Initial Construction for Kama Truck Plant Identified

What is believed to be site preparation for the large new Kama Truck Plant has been observed on satellite photography in [] near the town of Naberezhnyye Chelny, on the Kama River. The site is about 165 nm northeast of Iolyatti where the Fiat Automobile Plant is under construction. Activity at the site in [] consisted of road and rail construction, earth scarring in several areas, and construction of support buildings.

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Soviet press reports indicate that the Kama plant will be the largest heavy truck producer in the Soviet Union. The plant reportedly is designed to have a production rate of 150,000 heavy trucks per year and is scheduled for completion in 1974.

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25X1USSR, BULGARIA, FINLANDLocations of Four Nuclear Power Stations Tentatively Identified

The sites of four projected nuclear power stations have been tentatively identified on satellite photography of late [] two in the USSR near Kursk and Yerevan, one in Bulgaria near Kozloduy, and one in Finland near Loviisa. These sites were identified by comparing the satellite photography with information from the USAEC and various open sources.

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The [] photography shows that initial site preparation is under way at all four locations. In addition, at the Kursk site a rail-served construction support yard and a water channel to the Seym River have been constructed.

Collateral reports indicate that the Kursk station will be similar to the Lomonosov nuclear power station which will contain two 1,000-MW(e) graphite-moderated reactors, the largest currently under construction in the USSR. The stations at the other three locations will reportedly be patterned after the 440-MW(e) water-moderated reactor units at Novovoronezh, which was one of the first Soviet nuclear stations designed strictly for power generation. Two such reactors are said to be planned for Yerevan, two for Kozloduy, and one for Loviisa.

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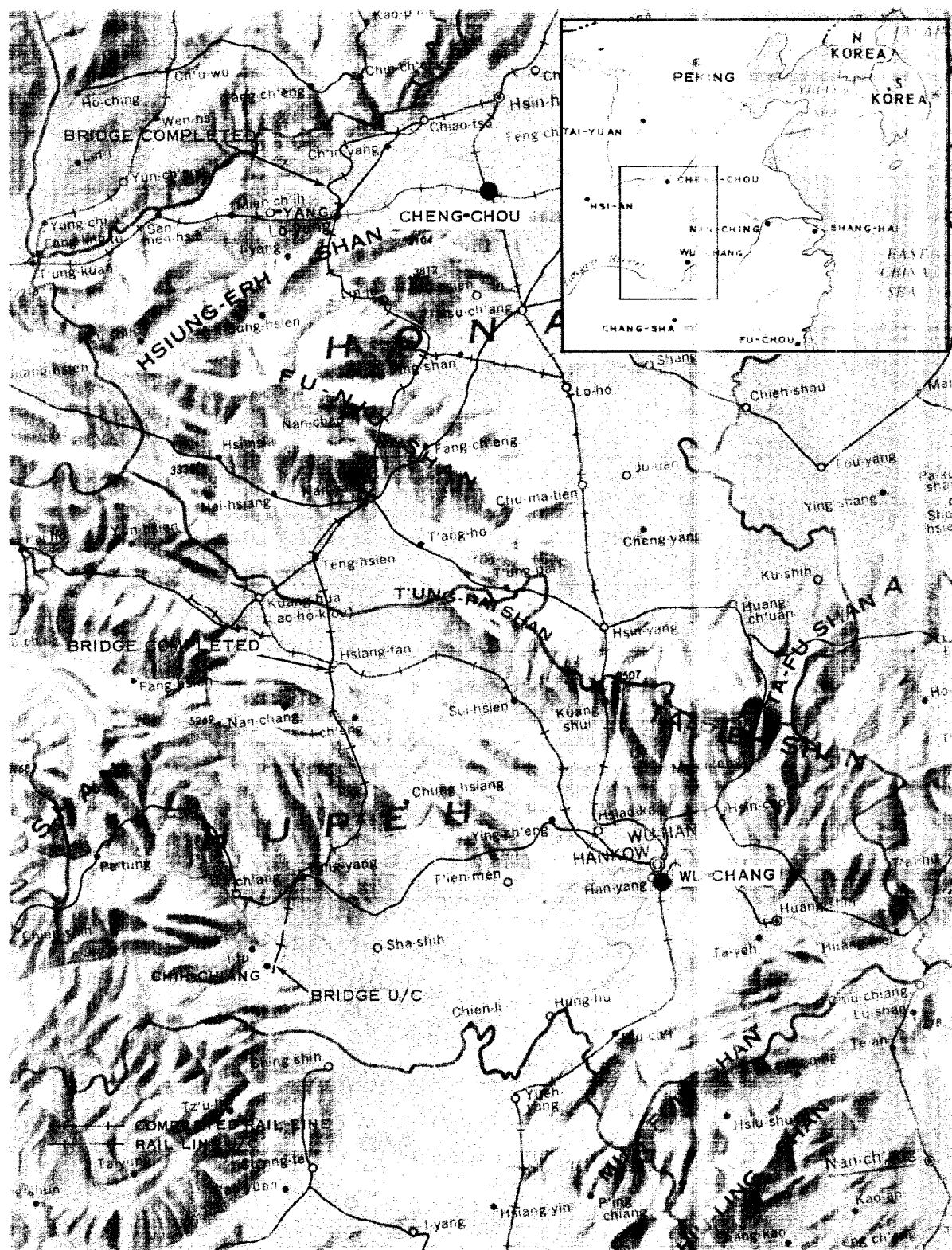


FIGURE 2. STATUS OF NEW NORTH-SOUTH RAIL LINE IN CENTRAL CHINA.

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CHINARapid Completion of Large Part of New North-South Rail Line in Central China

Recent satellite photography shows that about 360 nm of line has been completed in less than 10 months on the major new rail line being built in central China from the Lo-yang area south through Honan and Hupeh Provinces. Construction of the line began between [] with the exception of a bridge across the Yangtze River which was first seen under construction in [] the line was serviceable from its junction with the existing rail network northeast of Lo-yang, south to a point about 40 nm north of the Yangtze (see Figure 2). The 40-nm segment to the Yangtze and the bridge there were still under construction. 25X1D

This construction has required the building of major bridges over the Yellow and Han Rivers, considerable cutting and filling for the roadbed, and the construction of tunnels, numerous bridges, and rail yards.

This line will undoubtedly extend southward into Hunan Province to join one of the existing rail lines but its route cannot be determined from available photography. When complete it will provide a second rail route, farther inland, between the North China Plain and southern China and will aid economic development of a large area.

To the west of this line, evidence of additional major new rail line construction in central China was seen earlier near Chungking and Kuang-hua and in the upper Han River Valley (see IAS Notes of 26 June 1970).

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